San Francisco to San Jose Project Section

Scoping Report

APPENDIX I-J

October 2016



CALIFORNIA High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

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Appendix I.1
Individuals

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Topic	Comment Summary
TOPIC 1: Project Elements and Stations	
Grade Separations	• Consider the potential environmental, financial, and community impacts of a full range of grade separation options. • Provide information on grade separation sequencing, costs, and timeline.
Stations/Facilities	• Consider modifying existing stations. • Locate stations at urbanized downtown areas. • Evaluate platform design options for standing clear of passing trains as well as appropriate visual and aural warnings. • Consider including parking for multi-modal commuters, including options for parking various distances from a station. • Consider level boarding. • Consider station design features to expedite transfer times. • Evaluate station improvement options and infrastructure related to those improvements. • Create a station access policy that prioritizes sustainable modes of travel including multi-modal access to stations and parking needs.
Train Route Alignment	• Consider routes that terminate outside of San Francisco. • Consider routes along the coast. • Consider routes for a no-transfer trip to San Francisco. • Consider routes that impact the least amount of homes. • Consider routes that would most help reduce traffic. • Consider an alignment that follows heavily utilized routes. • Study the impacts and benefits of a shared Caltrain and high-speed rail alignment. • Consider improved connectivity between Millbrae and San Francisco Airport. • Consider opportunities for future rail expansion. • Consider routes that minimize effects to communities. • Consider routes that would be most likely to reduce traffic.
TOPIC 2: Community Concerns	
Financial Impacts	• Evaluate and mitigate the impact to businesses resulting from construction, noise, and traffic. • Calculate revenue impacts on local businesses. • Study and mitigate the effect of rail construction and operation on property values.
Social Justice	• Consider the disproportionate impacts on marginalized communities with at-grade as compared to elevated crossings (in particular to Northern Willow Glen and the Greater Gardner District). • Mitigate project impacts to working class people and people of color. • Assess how the state can assist in mitigating disproportionate community impacts.
Neighborhoods	• Study and mitigate impacts on neighborhoods to the south of Diridon Station. • Consider project impacts on neighborhoods with reduced entry and exit points resulting from station placement. • Study community impacts resulting from power outages.
TOPIC 3: Environmental Concerns	
Aesthetics and Visual Quality	• Assess and mitigate the visual and aesthetic effects of grade separations, including: vegetation removal (e.g., trees that are local distinctive urban elements); shadows cast on homes, neighborhoods, and parks from overhead structures; graffiti on elevated structures; and structural changes to scenic views. • Avoid the removal of trees that contribute to local distinctive urban elements.
Air Quality and Global Climate Change	• Analyze and mitigate the effect of at-grade crossings on air quality. • Analyze the carbon footprint of elevating all tracks on bridge-like structures as compared to on a berm.
Biological Resources and Wetlands	• Reduce the environmental impact resulting from the removal of any vegetation (in particular to Burlingame's eucalyptus trees).

Topic	Comment Summary
Cultural Resources	• Preserve architectural elements of existing stations that may be used as a High-speed rail station. • Preserve landmark resources, such as the Palo Alto tree.
Habitat	• Analyze and mitigate the project's impact on wildlife and habitat related to grade separated crossings.
Hydrology and Water Resources	• Consider the ecological impact of constructed bridges (in particular to blocked sunlight from creeks and creek-beds).
Noise and Vibration	• Study and mitigate the impact that noise may have on community lifestyle. • Create a Federal Quiet Zone from San Francisco to San Jose. • Study and mitigate the impact of noise on property values. • Study and mitigate the impact of noise and vibration on education quality. • Find feasible solutions to reduce or eliminate horns at grade crossings. • Study the intensity and duration of noise generated by trains at various distances from tracks. • Mitigate the effect of noise and vibration in neighborhoods that already experience noise and vibration from existing freight trains.
Public Utilities and Energy	• Consider options for utilizing sustainable sources of energy. • Consider sharing the right-of-way to implement renewable power systems, such as solar and wind.
Safety and Security	• Assess and mitigate the impacts on evacuation routes resulting from increased congestion. • Study emergency service response time. • Ensure safety for pedestrians and cyclists (particularly near schools). • Provide higher railings on buildings and netting on bridges to deter suicide attempts, particularly near schools. • Assess grade separation options and related impacts on trespassing and suicide incidents. • Assess and mitigate the community impacts of train derailment. • Compare grade separation options for derailment prevention. • Consider project elements and station design that prevent terrorist attacks, suicide, and accidents. • Delay the operation of rail segments until they are safe. • Study and quantify how the use of four quadrant gates at all the at-grade crossings will affect safety for automobiles, bicycles, and pedestrians compared to the existing gates at the 41 crossings. • Study the safety impact of mixing high-speed trains with local slower trains on the same set of tracks. • Study the safety implications of closed crossings. • Study the impact of future passenger screening requirements. • Study the benefits of the existing gate system as compared to the quadrant gates, including vehicle incidents at existing gates. • Provide vehicle detection sensors at crossings.
Transportation	• Enable multimodal access to stations. • Study how different grade separation options impact bicyclist, pedestrian, and trail users. • Study congestion during peak traffic and while schools are in session. • Ensure station area parking needs are met. • Consider traffic implications of different grade separation options. • Use vehicle miles traveled analysis when assessing station access.
TOPIC 4: Technology/Engineering Concerns	
Technology	• Delay construction of the High-speed rail until there are further technological advancements, such as hyperloop technology. • Continue to plan for Caltrain electrification.

Topic	Comment Summary
Engineering	• Study and mitigate track capacity issues. • Study the impacts of increasing High-speed rail speed to 200 miles per hour.
TOPIC 5: Project Cost and Operations Concerns	
Construction	• Utilize adjacent road networks during construction. • Consider the following related to construction: o The number of simultaneous construction crews o Construction during Caltrain operations o Construction during the operation of an electrified Caltrain o Construction during the Peninsula Corridor Electrification Project o Constructing overtake sections configured with overtaking tracks on the outside (fast-slow-slow-fast) and central island Caltrain platforms o The long term planning for grade separations at all crossings, including construction timelines o The construction cost, timeline, and maintenance of different depth and height grade separated crossings
Cost	• Consider how the project cost is related to the project's benefits by customer volume. • Conduct a full engineering cost study on trenching and tunneling the entire section. • Consider the costs of developing automobile, bicycle, and pedestrian infrastructure as it relates to the project. • Study the operational and financial impact to Caltrain. • Study the price and time variations between car, High-speed rail, hyperloop, and air travel. • Study the cost of various grade separations.
Scalability	• Integrate in the planning process opportunities for expansion. • Consider supplementing the initial operating segment with alternatives until Phase II is implemented.
Scheduling	• Consider the impact of the project on Caltrain's schedule. • Evaluate late night schedule opportunities (in particular related to drunk driving incidents). • Consider scheduling and dwell time impacts for platform / track boarding heights. • Consider scheduling that allows for the highest speed possible. • Consider how system recovery following catastrophic events (fatalities) will affect scheduling. • Consider commuter wait time at stations and attendant needs. • Ensure that stops that are currently located on the "Gilroy Extension" of Caltrain be served more regularly. • Consider how schedule frequency would impact communities.
Ticketing	• Consider ticket pricing that includes transfers to local transit. • Consider allowing Clipper Cards to be used for tickets. • Consider a joint ticketing arrangement with airlines.

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Appendix I.2

Organizations

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Commenter	Comment Summary
Abalone Alliance SEC	Public Utilities and Energy – • Incorporate the use of renewable energy technologies, such as solar and wind power.
California Rail Foundation	Project Elements and Stations – • Assess the sequencing of electrification and the construction of grade separations. • Study the impacts of not proceeding with grade separations, in particular, identify whether the presence of live catenaries affects the decision to proceed or not proceed with grade separations. • Identify the influence that the additional costs of working on an electrified line have on decisions on whether or not to commit to proceeding with grade separations.
	Technology and Engineering Concerns – • Consider an Energy Storage Alternative that modifies the specification for the high-speed rail trainset to include ultracapacitors for energy storage and the ability to utilize catenary power at 1.5 kVDC.
Californians Advocating Responsible Rail Design (CARRD)	Cost – • Include alternatives that lower grade separation costs.
	Project Elements and Stations – • Consider a range of grade separation options. • Include a long term plan for all grade separations including grade separations that the Authority will not construct.
	Scheduling – • Include sufficient infrastructure improvements to allow clock face scheduling for Caltrain, along with some type of service other than local.
	Transportation – • Develop a set of regionally agreed upon criteria that includes both motorized and non-motorized types of transportation. • Evaluate impacts to pedestrian and bicycle access to schools in Palo Alto.
Community Coalition on High-Speed Rail	Community – • Assess and mitigate the project's impacts on the following: o Land use and zoning o Noise for residential areas and business districts o Traffic, particularly during peak travel times o Disproportionate regional impacts (by project segment)
	Project Cost and Operations - • Assess and mitigate the potential for negative impacts on freight service and integration with Caltrain. • Assess the sequencing of grade separation construction and impact on cost, safety, and traffic.
	Safety – • Assess and mitigate the potential for terrorist attacks and suicide.
Friends of Caltrain	Community – • Study environmental justice consequences of an at-grade option at approach to Diridon.
	Project Cost and Operations – • Include scenarios for High-Speed Rail and Caltrain passing options. Disclose any impacts on access to High-speed rail stations for other local and regional transit services (e.g. Caltrain, ACE, Capitol Corridor, Light Rail, bus service).
	Transportation – • Enable person-throughput (including non-SOV modes) for the street and rail service. • Enable high vehicle capacity.

Commenter	Comment Summary
	• Conduct analysis using vehicle miles travelled. • Plan for station access (projected mode share and person-throughput). • Include updated ridership forecast data, vehicle miles travelled, and greenhouse gas emissions impact/benefit data. • Study impacts for all options of approach to Diridon Station. Include current and projected use of TNC systems (Lyft, Uber, future variants).
Greater Gardner Coalition	Biological Resources – Propose mitigations to continue the Los Gatos Creek trail across the approach tracks to Diridon Station.
	Community – • Propose mitigations to keep land useable and free of graffiti. • Evaluate impact and propose mitigations to low income homes near tracks. • Address how additional High-speed rail traffic not exacerbate the current nighttime noise problem in the Neighborhood. Propose mitigations to increased use of train horns.
	Project Elements and Stations - • Propose mitigations for stations operations with a three track approach to Diridon Station, including a focus on the following: o The Word of Faith Church adjacent to the tracks at Delmas Bridge Crossing o The usability of the Virginia Street and Auzerais Avenue railroad crossings and propose mitigations o Fuller Park o The row of mature pine trees at the edge of Fuller Park The two Historic bridges adjacent to the neighborhood
Newhall Neighborhood Association	Community – • Evaluate residential impacts of the at-grade alternative proposal. • Evaluate noise, vibration, and visual/view impacts. • Note that second- and third-levels of residences are not protected by existing sound wall. • Give extra consideration to assessing impacts of elevated and at-grade decisions on the densely-populated Newhall neighborhood. Consider and evaluate the cumulative historical and recent concessions made by certain highly-impacted neighborhoods adjacent to the rail corridor.
	Construction – Detail in the EIR/EIS mitigation measures related to construction staging, including construction vehicle access points.
	Noise and Vibration – Evaluate the cumulative noise and vibration impacts.
Palo Alto Council of PTAs (PTAC)	Transportation – • Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations. • Develop, periodically update, and implement a bicycle facilities improvement program and a pedestrian facilities improvement program that identify and prioritize critical pedestrian and bicycle links to parks, schools, retail centers, and civic facilities. Study safe, grade-separated pedestrian/bicycle crossings at all of the intersections identified in the City of Palo Alto School Commute Corridors Network, including: Homer, Embarcadero, Churchill, California, East Meadow, and Charleston.
San Francisco Trains, Inc.	Cultural Resources – Utilize the proposed Brisbane Bayshore Railroad Roundhouse Museum as a mitigation.
	Operations – Maintain a connection to mixed use rail (freight/passenger) on the west side of the rail corridor, providing the means to move rail road equipment in and out.

Commenter	Comment Summary
	Noise and Vibration – Mitigate excess vibration near the currently unstable roundhouse, as it could damage the museum building.
San Jose International Airport	Project Elements - • Ensure that any elevated structural components of the project (e.g., aerial trackage, grade separations, poles, catenary lines, and signal towers) have cleared airspace regulatory or policy implications. Ensure that proposed elevated structures in the EIR/EIS reference and assess potential compliance with the notification and review process of Federal Aviation Regulations/Part 77 and the City of San Jose's interest in protecting airline emergency procedures for one-engine inoperative (OEI) takeoff events.
Save Our Trails: Connecting Santa Clara County Communities	Biological Resources and Wetlands – • Explore solutions for connecting Three Creeks Trail past the train tracks. Mitigate effects of flooding of the Three Creeks Trail due to bridge construction and operation.
SF Transit Riders	Transportation – • Address downtown extension in the EIR, including ridership and impacts on station access. Address alternative plans for the downtown extension.
Shasta / Hanchett Park Neighborhood Association	Biological Resources and Wetlands – • Analyze the following impacts of the Los Gatos Creek Bridge, and, by extension, of the Project Section: o Loss of riparian habitat o Damage to / loss of creek species o Impacts to other biological and water resources o Construction noise and vibration damage to the existing portions of the riparian corridor and trail Utilize best management practices for erosion control, dust control, stormwater runoff, and handling of hazardous materials
	Community – Assess and address the impacts on underserved communities in the Gardner Neighborhood -- in particular, on the removal of the only park in an isolated community.
	Noise and Vibration – Address the noise mitigation measures.
	Project Elements and Stations – • Incorporate Diridon Station fully into the current EIR. • Assess and mitigate the effects on parking and pedestrian and bicycle access at Diridon Station. Consider the impacts of an at-grade alignment south of Diridon Station, in particular to the impacts on neighborhoods, traffic arteries, and community facilities adjacent to the proposed alignment.
SPUR	Project Elements and Stations – • Identify opportunities for shared train storage and maintenance facilities as part of the project alternatives. Create a station access policy that prioritizes space-efficient and sustainable modes of travel to and from Diridon Station.
	Transportation – • Use criteria for evaluating alternatives based on long-term impacts and policy goals rather than constructability and cost. In particular, use criteria that prioritize the following: o Maximize the full range of mobility options o Connectivity and ease of transfers o Economic development o Foot and bicycle access o Non-auto access and greenhouse gas impacts

Commenter	Comment Summary
	• Coordinate ridership projections with other transit operators at Diridon Station in order to evaluate the space requirements for platforms, tracks, right of way, ticketing facilities, station access and other transit and passenger facilities. • Coordinate ridership projections with the San Jose Mineta International Airport. • Update and make clear how ridership projections and air travel trip diversions may change with the addition of new stations statewide. • Consider service scenarios and ridership projections beyond 2029. • Identify parking needs for all transportation operators at Diridon Station and the Mineta San Jose Airport, and work to minimize the parking supply in this area. Identify the impacts of project alternatives on pedestrian street life and other transit services, particularly around Diridon and Central San Jose.
Union Pacific Railroad Company	Environment – Consider the environmental consequences for air quality, greenhouse gas emissions, traffic congestion, and energy consumption relating to increased truck freight traffic.
	Operations – Clarify in the project description how the Authority plans to conduct maintenance and access during the night, consistent with UP's operating rights under the Trackage Rights Agreement.
	Other Rail Providers - • Evaluate and mitigate transportation impacts and interference with freight rail service by high-speed rail construction and/or operations. • Analyze how blended service in the San Francisco-San Jose corridor would have a direct effect on freight operations. • Incorporate mitigation for freight impacts in accordance with Caltrain electrification in the EIR. Analyze the EMF/EMI impacts of the high-speed rail project on freight operations.
Universal Paragon Corporation	Environment – Consider the inconsistency of such siting with State and Regional policy under AB 32, SB 375, Plan Bay Area, and others, given the recognized status of the Baylands Project as a critical component of the region meeting the State's mandates regarding climate change.
	Project Elements and Stations – • Consider multiple alternatives for the location of the maintenance facility. • Incorporate the full range of community concerns regarding the siting of the Maintenance Facility on the Baylands Site (e.g., how it is inconsistent with state policy, local goals in the City of Brisbane's Sustainability Framework for the Baylands Site, and how it would thwart realization of the Baylands Project). • Study and analyze the following in selecting the maintenance facility site: o The existing industrial zone in San Francisco at the Port of San Francisco properties surrounding Piers 80 through 96 on the Port's southern waterfront area o Any feasible co-location options along the existing Caltrain rail and right-of-way All feasible alternative locations that would not implicate fatal threats to core components of State and regional regulatory regime

Appendix I.3

Agencies

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COMMENTER	COMMENT SUMMARY
Local Agencies	
Bay Area Air Quality Management District	Air Quality and Global Climate Change – • Provide background information on the Bay Area's attainment status for all criteria pollutants and the implications for the region if these standards are not attained or maintained by statutory deadlines. • Explore the health effects of air pollution, greenhouse gas emissions, and the potential impacts from climate change in the Bay Area. • Consult the Air District's Air Quality Guidelines (May 2012) for guidance on how to evaluate construction, operational, and cumulative air quality impacts. • Quantify the project's potential construction and operational impacts on local and regional air quality. • Estimate and evaluate the potential health risk to existing and future sensitive populations within the project area from toxic air contaminants (TAC) and fine particulate matter. • Evaluate project's consistency with Air District's 2010 Clean Air Plan. • Consider that the Air District recommends the following: o Require the use of highest Tier (e.g., Tier 4) construction equipment available o Require the use of biodiesel or other alternative fuels in diesel generators, construction equipment, and/or off-road vehicles o Require all equipment be properly tuned and maintained o Minimize the idling time of diesel powered construction equipment to two minutes
	Construction – • Disclose impacts to Caltrain service and Caltrain facilities, such as the stations, parking lots, and existing infrastructure resulting from high-speed rail project implementation during construction.
Bay Area Rapid Transit (BART)	Operations – • Include BART as a Responsible Agency in particular regarding stations that will link the project to the BART system and modifications of or connections to existing BART-owned and/or operated facilities. • Have property use and maintenance agreements to work together regarding any amendments and/or implementation as necessary for the project. • Analyze the project's potential impacts on soil stability and structural safety, and in particular how the project will affect BART's subsurface facilities in the project corridor.
	Project Elements and Stations – • Identify and analyze any impacts of the modifications on the Millbrae station's existing rail services, pedestrian access and circulation during construction and operation of the project, and on BART's current plans for Transit-Oriented Development (TOD) at the Millbrae Station. • Coordinate with BART as well as the Santa Clara Valley Transportation Authority (VTA) concerning any proposed design and construction at the San Jose Diridon and Santa Clara Stations that could affect the proposed BART extension to Silicon Valley. • Analyze and provide mitigation for impacts of potential modifications to existing BART facilities (e.g., a tunnel connection between the Transbay Terminal and Embarcadero or Montgomery Street BART Stations). • Ensure that BART facilities between South San Francisco and Burlingame are fully represented in all drawings and plans. • Analyze the impacts of and potential mitigation for construction noise on patrons at Millbrae Station. • Analyze any potential impacts resulting from release of or exposure to hazardous materials that might result from the proposed modifications to the Millbrae Station. • Evaluate and fully mitigate potential alterations of existing and planned extensions of BART tracks south of Millbrae Station for high-speed rail purposes.

COMMENTER	COMMENT SUMMARY
	Ridership – • Assess and incorporate the change in ridership since the last EIR/EIS process as well as projecting ridership changes as the high-speed rail is built and completed. • Analyze the number of riders anticipated to use the BART SFO service to connect to the high-speed rail system and any impacts such ridership will have due to increased demand on the BART system.
	Safety – • Analyze the impact on safety from increasing the number of passengers. • Analyze and mitigate the project's potential impacts on police, fire, and emergency services on BART stations.
	Transportation – • Analyze the impacts of the project on local intersection levels of service, including those providing access to the station during both construction and operation. • Consider the need for expanded BART parking facilities. The EIR/EIS should not assume that BART will expand any parking facilities or that other BART funded intermodal station access facilities will be designed to accommodate any of the demand generated by the project.
City and County of San Francisco (San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), the San Francisco County Transportation Authority (SFCTA), and the Planning Department)	Cultural Resources – • Coordinate on the identification and evaluation of cultural resources.
	Hydrology and Water Resources – • Consider how the increase in visitation may require an upgrade to existing water. • Consider how vibration from new construction may damage current water system. • Consider consulting with the San Francisco Public Utilities Commission (SFPUC) on the effect of construction on the Auxiliary Water Supply System (AWSS).
	Project Elements and Stations – • Coordinate to address any potential conflicts in the environmental analysis that would preclude the City's ability to study alternatives to the at-grade crossings. In particular, the city is concerned the rail crossing at 16th street to the following: o Emergency vehicles o Traffic o Pedestrians and bicyclists o Urban connectivity, including aesthetics and visual connections between neighborhoods o Safety o Drainage issues • Continue coordination with the scope of the station concept plan for the 4th and King Station. • Ensure optimization of boarding throughout the corridor. • Consider how the maintenance facility adjacent to the existing Caltrain Bayshore Station Platform may be affected, including the following: o That maintenance or facilities be compatible with planned Bus Rapid Transit service o Compatibility with desirable mixed use development and affordable housing o Effect on Zero Waste goals

COMMENTER	COMMENT SUMMARY
City of Belmont	Aesthetic and Visual Quality – • Analyze project visual impacts and identify ways to reduce visual impacts to the community.
	Air Quality and Global Climate Change - • Provide an extensive and comprehensive analysis of climate change impacts associated with the implementation of the various options and alternatives through the mid-Peninsula area.
	Biological Resources and Wetlands - • Evaluate impacts on Belmont Creek with regard to riparian habitat and creek flows. • Analyze and mitigate the impacts of loss (removal or trimming) of significant trees and vegetation screening along the Caltrain right-of-way.
	Community – • Include urban design and engineering solutions to minimize impacts and potentially reduce community divisions or barriers. • Evaluate economic impacts to Belmont business areas (Ralston Avenue, Old County Road, Alameda De Las Pulgas, and El Camino Real Corridors) that may occur both during construction due to reduced access or traffic detours and subsequent to construction. • Evaluate the impacts of loss of real property values of adjacent and nearby properties due to the project. • Analyze construction techniques that reduce construction and excavation impacts to adjacent properties. • Explore Belmont Village Area infrastructure improvement in coordination with the Caltrain Electrification and the project, as outlined in the city's Specific Plan for the Belmont Village Area. • Evaluate the potential impacts and effects of the project on two existing Belmont development projects located in close proximity to the existing Caltrain right-of-way that provide crucial housing and services for special needs clients.
	Cost - • Address impacts to Belmont's tax base during and after construction resulting from the high-speed rail project.
	Cultural Resources – • Evaluate the impact on historic structures/sites listed in the City of Belmont's Historic Inventory. • Identify alternatives that would avoid or minimize project impacts on identified historic structures or areas. • Address appropriate historic resource treatment of an empty lot at 700 Old Country Road in conjunction with the high-speed rail project.
	Noise and Vibration – • Evaluate how noise levels would vary with proposed track alignments and consider methods to reduce those impacts.
	Public Utilities and Energy – • Evaluate the high-speed rail electrification impact on Belmont utility rates and the City's current PG&E substation.
	Project Elements and Stations – • Provide a complete analysis of all linear rail corridor elevation options. • Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way. • Include an alternative that does not retain freight service on the Caltrain right-of-way and the requisite freight service railroad design requirements to accommodate freight operations. • Evaluate station improvements, and more specifically, alternative pedestrian access to the platform, including removal of the current elevator that may improve safety.
	Scheduling – • Evaluate the opportunity and necessity to restore regular Caltrain service to the Belmont Station in conjunction with both the Caltrain Electrification and the high-speed rail project.

COMMENTER	COMMENT SUMMARY
	Transportation – • Analyze how the project when built and during construction would impact access on Caltrain, SamTrans, and other local bus and shuttle services within Belmont. • Identify how the project impacts pedestrian safety crossings, as well for users of the system (i.e., exposure to any Electromagnetic Fields (EMF)). • Analyze the full traffic circulation, safety, emergency response and economic impacts of any proposed closures. • Analyze traffic impacts to City streets affected during construction, and specifically identify any streets that would be detoured or closed during construction or permanently as part of the project. • Evaluate incorporating new and upgraded multi-modal grade separations at the Ralston Avenue and Harbor Boulevard Intersections. • Evaluate the effect of the high-speed rail project on bike lanes that serve east-west traffic in the City.
City of Brisbane	Biological Resources – • Analyze impacts on biological resources in the Brisbane Lagoon and adjacent wetlands. • Analyze the loss of upland habitat and overland access from Brisbane to San Francisco Bay for species in San Bruno Mountains and San Francisco Bay, and incorporate feasible measures to mitigate the impact.
	Land Use – • Analyze the compatibility of possible alignments with currently planned projects and future use of the Brisbane Baylands area. • Study the effect the project has on safety, noise, air quality, vibration, and aesthetic impacts and their possible mitigation in the Brisbane Baylands area.
	Noise and Vibration – • Evaluate and analyze noise and vibration impacts, specifically on the Southern Pacific Railroad Roundhouse, a National Register of Historic Places and other historical buildings.
	Project Elements and Stations – • Consider multiple locations for a maintenance yard besides the Brisbane Baylands area. • Identify all potential impacts on the entire city of Brisbane pertaining to noise, air quality, traffic, aesthetics, light and glare, and safety from the maintenance yard. • Consider effects on future construction of the planned Geneva Avenue extension from Bayshore Boulevard to the 101 freeway and mitigation of impacts on future developments in the Brisbane Bayshore area. • Include loss of revenue from the lack of development of the Brisbane Baylands area where the maintenance facility will impact future land use. • Identify any proposed track configuration or elevation changes through Brisbane.
	Safety – • Assess and mitigate safety issues with operations on Kinder-Morgan fuel tank farm.
City of Burlingame	Aesthetics and Visual Quality – • Analyze and mitigate any potential for a visual or physical divide through the community.
	Cultural Resources – • Protect and preserve all historic resources, including but not limited to the Burlingame Avenue and Broadway train stations, as well as the eucalyptus grove.
	Community – • Study emergency vehicle access, aesthetics (visual, lighting, and fencing), noise, vibrations, vehicle traffic, pedestrian and bicycle traffic, air pollution, right-of-way impacts, and land takings. • Avoid impacts to the downtown business districts. As a method of mitigation, the project should identify all traffic impacts to the two main commercial district streets, as well as to streets at all the other railroad crossings throughout the city. These include Oak Grove Avenue, North Lane, Howard Avenue, Bayswater Avenue, and Peninsula Avenue. The project should also establish

COMMENTER	COMMENT SUMMARY
	mitigation plans to address impacts in terms of traffic delays, level of service, gate down-times, and traffic volumes (both present and future).
	Construction – • Minimize construction impacts to existing Caltrain service through engineering studies and by considering how additional side tracks might divert existing rail service during construction. • Mitigate construction impacts to residents, schools and businesses, including the potential loss of revenue to the businesses from the project construction activities and address such impacts.
	Noise – • Study, identify, and mitigate all impacts associated with train horn noise by constructing necessary safety improvements and implementing a Quiet Zone through Burlingame.
	Operations – • Address how the planned Caltrain improvements will be coordinated with the final design and construction of the high-speed rail project. • Coordinate project with other regional projects and services including the following: o The Broadway Interchange improvements o Changes to the Broadway rail crossing impacting traffic flows on U.S. Highway 101
	Other Rail Operators – • Study, identify, and mitigate impacts to freight services and coordinate with UPRR, as warranted.
	Project Elements and Stations – • Study, identify, and mitigate all associated impacts with the proposed Millbrae train station. • Study all grade crossings for public health and safety risks, traffic congestion, locomotive vibrations, and noise and air quality impacts, and mitigate them to the satisfaction of the City of Burlingame.
	Public Utilities and Energy – • Minimize impacts to utility lines, including storm drains and culverts, water lines, sewer mains, signal conduits, and street lights.
City of Millbrae	Project Elements and Stations - • Prepare a Comprehensive Station Area Access Plan for the Millbrae station area, including: o Two separate (and currently ongoing) Millbrae Station area development station access plans o Access for all land uses and activity within the Millbrae station area, as well as surrounding the Millbrae station area, and include all modes such as shuttles, transit, intermodal transfers, bicyclists, pedestrian, etc. o The bicycle/pedestrian connections between the station and the Bay Trail, and other bicycle/pedestrian connections from each side of the station o Calculations of the high-speed rail project's fair share payment of the cost of the connections. o Millbrae station Improvement plans, including design guidelines/policies contained in the 2016 Millbrae Station Area Specific Plan (MSASP) and the Millbrae General Plan
	Transportation – • Prepare a High-Speed Rail Parking Resources Management Plan that includes a parking study area covering the station area and the downtown Millbrae greater area, all public spaces (on-street, off-street), private spaces (including on-airport lots, off-airport lots, hotels, etc.) and anything that may be used for high-speed rail parking. • Prepare a High-Speed Rail Parking Resources Management Plan that accounts for development activity in the parking study area, including short-term and longer-term horizon years, the parking inventory for each period, the projected parking demand categorized by land use, parking shortfalls and surpluses for each horizon year by sub-area, and the implementation costs of additional parking resources and responsible entity.
City of Mountain View	Biological Resources –

COMMENTER	COMMENT SUMMARY
	• Analyze impacts and identify appropriate mitigation measures to Stevens Creek and all species, particularly birds and fish. • Identify impacts to Heritage trees (Mountain View City Code, Chapter 32, Article II) and other City trees and identify appropriate mitigation measures to the removal of existing trees near the tracks.
	Community – • Detail the methodology and data sources used for land use growth assumptions. • Analyze how the anticipated growth in the City's North Bayshore, San Antonio, Ellis/Whisman and other growth areas will be served and supported by the project. • Analyze the need for grade separation, platform, and other station-related improvements to ensure safety of rail passengers as well as pedestrians, bicyclists, and motorists interacting with the High-Speed Rail System. • Analyze the increased demands and impacts on public services, including response times for emergency vehicles. • Identify and analyze the visual and/or physical barrier impacts from the project and identify mitigation measures to avoid the creation of barriers that appear to or actually divide the community. • Analyze impacts on travel, business operations, transit services, and Stevens Creek and identify plans to restrict, detour, or close existing routes during and after construction, and include appropriate mitigation measures.
	Hydrology and Water Resources – • Analyze if the ground water impact / mitigation evaluation will be changed due to expanded service and traffic impacts requiring a subgrade solution.
	Noise and Vibration – • Analyze the impact of additional train horn noise and warnings required at the Castro Street and Rengstorff Avenue at-grade crossings resulting from more frequent train service on the corridor.
	Project Elements and Stations – • Analyze various passing track locations for the Peninsula Corridor. • Analyze the impacts the project could have on the transit services operating at the Transit Center and identify mitigations.
	Transportation – • Identify, fully evaluate impacts, and identify mitigations for bicycle, pedestrian, and vehicle flow. • Analyze and mitigate traffic-related impacts of the project. In particular, the EIR/EIS should analyze the Central Expressway, Castro Street, Moffett Boulevard, Evelyn Avenue, Villa Street, Rengstorff Avenue, Crisanto Avenue, Leland Avenue, and other residential streets near the Rengstorff Avenue rail crossing and Downtown Mountain View Caltrain Station. • Analyze impacts to intersections in terms of Level of Service (LOS) as well as conducting a synchro analysis for queueing and traffic congestion. In particular to the following intersections: Central Expressway/Rengstorff Avenue, Leland Avenue-Crisanto Avenue/Rengstroff Avenue, Central Expressway-Moffett Boulevard/Castro Street, Evelyn Avenue/Castro Street, Castro Street/Villa Stree t, Castro Street/West Dana Street, Castro Street/ California Street, Evelyn Avenue/Hope Street, Moffett Boulevard/Central Avenue, Rengstor££ Avenue/Stanf ord Avenue, and Rengstor££ Avenue/Calfornia Street.
City of Palo Alto	Biological Resources and Wetlands – • Incorporate in the EIS/EIR the analysis of the City's urban tree canopy, as well as the loss of other vegetation along the rail corridor. Assess the potential loss of visual screening, important landscape features, bird habitat, and sequestered carbon.
	Community – • Assess potential growth inducing impacts of the project, including the potential for distant housing and job growth as long commutes become easier.

COMMENTER	COMMENT SUMMARY
	• Evaluate the cumulative construction impacts of Caltrain modernization, high-speed rail options, and grade separating all 42 crossings in this segment of the project on affected communities.
	Cost – • Estimate property tax impacts from direct and indirect property takings for the life of the project.
	Cultural Resources – • Incorporate in the EIS/EIR and the associated Section 4(f) analysis cultural and historic resources likely to be impacted by construction and operation of the proposed alternatives. Consider impacts on the following: o Residential properties and districts (neighborhoods) adjacent to the rail corridor o Station-area resources, the City's urban tree canopy, and individual heritage trees, including but not limited to El Palo Alto, the City's namesake Redwood Tree and California Historical Landmark Number 2 (Portola Journey's End)
	Noise and Vibration – • Provide a robust analysis of potential noise increases associated with the project alternatives, including noise associated with trains, train horns, quad gate operations, station announcements, and increased traffic congestion at grade crossings. • Establish quiet zones should as a mitigation.
	Other Rail Operators – • Consider the impacts of freight on the corridor and consider alternatives with a modified or no freight option.
	Project Cost and Operation Concerns – • Assess the cost and time needed to complete the grade separations studied at 42 grade crossings along the Caltrain corridor, as well as the resulting impacts and benefits. • Assess and disclose the impact on Caltrain and High-Speed Rail schedule quality, travel time, and reliability with and without level boarding at all Caltrain stops.
	Safety – • Consider automated intrusion detection technology to detect barriers on tracks and automated enforcement to enforce vehicle code prohibition against stopping on tracks.
	Stations and Project Elements – • Analyze the impact of passing tracks. • Assess the No Project alternative, including the benefits of expanded Caltrain service that would be possible in the corridor after electrification if High-Speed Rail did not proceed. • Analyze grade separations at all of the rail crossings in Palo Alto: Charleston, Meadow, Churchill, and Palo Alto Avenue/Alma. • Include the 2% trench option for Charleston and Meadow developed for the City by Hatch Mott Macdonald (HMA). • Conduct a quantitative analysis of intersection LOS at affected intersections in Palo Alto, as well as an analysis of pedestrian and bicycle impacts with and without grade separations.
	Transportation – • Consider signal timing, signal location, and barrier design, and improvements to multi-modal transportation to address the impacts before suggesting road widening. • Conduct intersection evaluations and recommendations that account for pedestrian and bicycle safety and convenience on specific flagged intersections. • Assess the extent to which there will be additional demand for parking, transit, and paratransit (including rideshare services) at high-speed rail stops throughout the system.
City of San Carlos	Biological Resources and Wetlands – • Protect natural resources, as there are many trees along the corridor that the City believes are important to maintain.
	Cultural Resources - • Protect cultural resources as the historic San Carlos Depot is located in close proximity to the tracks in the corridor.

COMMENTER	COMMENT SUMMARY
City of San Jose Department of Transportation	Project Elements and Stations – • Conduct a comprehensive analysis that takes into consideration the inter-relationship between the SF-SJ and the SJ-M sections. • Consider a blended system alterative. • Evaluate the operational analysis, technical plans, modeling, and coordinate future needs of other users of the trackway to verify the viability of the Blended System. • Identify facilities needed to support high-speed rail operations and their impacts to the surrounding environment. • Consider an option with the Diridon Transportation Center operating as an interim terminus for the SF-SJ section. • Continue to evaluate and consider through the alternatives analysis the aerial approach at and near Diridon Station. • Consider, and possibly expand, the boundary of the area studied in the EIR/EIS beyond the footprint of the project.
City of San Mateo Public Works	Aesthetics and Visual Quality – • Consider aesthetics that are compatible with the local community and work with the City on any elements that affect the appearance of the community including, but not limited to, fencing, barriers, and structures.
	Noise and Vibration – • Provide options to mitigate train horn sounds.
	Project Elements and Stations – • Consider the improvements related to the 25th Avenue Grade Separation Project.
	Safety and Security – • Utilize the Authority's Safety Program's proposed measures to improve traffic, safety, and noise-grade separations at feasible locations, quad gates at remaining at-grade crossings, and intrusion barriers along the length of the corridor to mitigate noise impacts and enhance quality of life.
City of Santa Clara	Biological Resources and Wetlands – • Describe all environmental impacts from expansion of the train corridor right-of-way, especially impacts to biological resources and to any land uses or utilities that conflict with the proposed right of way alignment.
	Noise and Vibration – • Analyze vibration impacts from both construction and operation of high-speed rail, especially regarding known and potential historic and archaeological resources in the area of the Santa Clara Station, such as the Historic Railroad Depot, and structures on the campus of Santa Clara University.
	Project Elements and Stations – • Evaluate the following options for the San Jose Diridon Station: o Consider locating the high-speed rail tracks towards the north side of the alignment, towards the industrial uses, rather than locating the rail tracks adjoining residentially zoned properties. o Consider developing a hybrid/stacked option with Caltrain trains running below and high-speed rail trains running on top
	Public Utilities and Energy – • Consider the following potential utility conflicts: o At-grade option would have no conflicts with existing underground and overhead City utilities o Elevated option was assumed to be designed such that it would avoid conflicts with City underground utilities o Below grade was assumed to be designed such that it would avoid conflict with City ongoing utilities • Consider the following possible City overhead utility conflicts:

COMMENTER	COMMENT SUMMARY
	○ 12 KV near Station 2503+00 (at Calabazas Creek) ○ Two 12 KVs near Station 2517+00 ○ Two 12 KVs and one 60 KV near Station 2557+00 (at San Tomas Aquino Creek) ○ 12 KV near Station 2588+00 (west side of Scott Blvd.) ○ Two 12 KVs near Station 2591+00 (east side of Scott Blvd.) ○ 12 KV near Station 2601+00 ○ 12 KV near Station 2627+00 ○ 12 KV near Station 2645+00 ○ 60 KV near Station 2653+00 • Consider the following possible City underground utility conflicts for storm drains: ○ Drainage Ditch running parallel to the south railroad tracks from Station 2360+00 to Station 2502+00 ○ 36" near Station 2531+00 ○ Bower Underpass Storm Drain Lift Station and associated Collection System near Station 2533+00 ○ 54"x 66" Culvert near Station 2539+00 ○ 33" near Station 2562+00 and running parallel to the railroad tracks on the north side from Station 2558+00 to Station 2562+00 and on the south side from Station 2562+00 to 2572+00 ○ 15" running parallel to the south railroad tracks from Station 2588+00 to Station 2591+00 ○ 24" near Station 2602+00 ○ 48" and 27" near Station 2613+00 ○ 21", 20", 1O", and Lafayette Street Underpass Storm Drain Pump Station near Station 2629+00 ○ 60" and 42" near Station 2648+00 ○ 30" near Station 2662+00
	Safety and Security – • Mitigate any potential impacts during construction of both the City's Police Facility and Emergency Dispatch Center.
City of South San Francisco	Other Rail Operators – • Analyze the project impact to freight traffic, specifically for any spill-over impacts to Caltrain commuter service in the City of South San Francisco.
	Project Elements and Stations – • Analyze the need for grade separations. • Analyze impacts of increase in trains to impacts on auto traffic on at-grade crossings and the local street network.
	Transportation – • Analyze local ridership and station access impacts induced by high-speed rail service at the Caltrain stations. • Evaluate how high-speed rail service will impact commuter service to the City of South San Francisco.
San Joaquin Regional Rail Commission	Other Rail Operators – • Consider capacity issues both now in the future for all of the associated transit systems. • Consider how high-speed rail operation will interact with the Altamont Corridor Express (ACE). • Project out to at least 2040 for combined system capacity.
San Mateo County	Biological Resources and Wetlands – • Consider mitigation efforts to avoid the numerous endangered species in the project area.
	Community Concerns – • Consider the impact on connectivity within the North Fair Oaks community, and minimize through mitigation. • Evaluate temporary and long-term construction impacts on North Fair Oaks community.

COMMENTER	COMMENT SUMMARY
	• Introduce improvements for North Fair Oaks Community. • Address mitigation for noise, vibration, visual and circulation impacts for the at-grade option. • Evaluate impacts of necessary land acquisition within San Mateo County.
	Project Elements and Stations – • Consider below-grade options for this project section. • Consider an additional station in the vicinity of Dumbarton and Berkshire Avenues.
San Mateo County Transit District (SamTrans)	Project Elements and Stations – • Consider the feasibility of interlining trains from a potential commuter rail service along the Dumbarton rail right-of-way onto the Caltrain mainline, accounting for both future Caltrain and high-speed rail services.
Santa Clara County (Roads and Airports Department)	Transportation • Identify any impacts to the Central, Lawrence, Oregon and San Tomas Expressways that either cross or are adjacent to the rail alignment and would be potentially affected by the track design and/or operations. • Prepare a Transportation Impact Analysis (TIA) for the proposed project following the VTA's Congestion Management Program (CMP) TIA guidelines to identify impacts. The study should use the most recent CMP counts and LOS data for CMP intersections. • Consult the preliminary Comprehensive County Expressway Planning Study 2040 for mitigation measures for impacts to expressways.
Santa Clara Valley Open Space Authority	Biological Resources and Wetlands – • Analyze the potential impacts to the Coyote Valley Region. • Evaluate biodiversity impacts when evaluating the alignment, track elevation, location of maintenance yard, and fencing to ensure functional wildlife connectivity is protected and enhanced. • Consider regional biodiversity by analyzing critical wildlife linkages. • Incorporate wildlife connectivity as part of design for high-speed rail alignment in Coyote Valley. • Engage with local planners, biologists, and corridor experts for wildlife corridor design and implementation.
	Cultural Resources – • Engage with the Amah Mutsun Land Trust in future scoping meetings to evaluate potential impacts and mitigations. The Coyote Valley region is culturally significant for the Amah Mutsun Tribal Band.
	Farmland and Agriculture – • Evaluate and mitigate effects to active and fallow farmland and agricultural lands. • Site facilities such as the proposed maintenance facility on previously disturbed lands or brownfield sites to minimize impacts to active farm production in South Santa Clara County.
	Hydrology and Water Resources – • Consider water resources, such as streams and creeks.
	Parks, Recreation, and Open Space – • Evaluate and mitigate the impacts along the Coyote Creek Parkway as it relates to park visitors.
Santa Clara Valley Transportation Authority	Project Elements and Stations – • Consider the effects of the blended system alternative on vehicle miles traveled (VMT). • Consider impacts to, and coordinate with, schedules, construction staging, and construction of infrastructure for development projects within the Diridon Station area. • Evaluate the amount of parking that will be needed to operate efficiently within the Diridon Station area in conjunction with all other transit services. • Account for the following aspects of the BART Silicon Valley Phase II Extension: o Multiple alignment and station options at Diridon Station o BART Single Bore Option

COMMENTER	COMMENT SUMMARY
	Transportation – • Analyze impacts that the blended system may have on existing and planned pedestrian or bicycle circulation across or along the corridor. • Provide no reduction in the number of locations where bike/pedestrian access is provided across the railway, and, if possible, create additional bike/pedestrian connections as mitigation. • Mitigate impacts of closing any at-grade crossings by constructing a proximate grade-separated bike/pedestrian connection. • Consider bike/pedestrian bridges or undercrossing as mitigation projects. • Bike and/or walk the corridor to ensure understanding of the quality and importance of bike/pedestrian connections to each community. • Analyze and include in its EIR/EIS refined system ridership at a regional level.
Santa Clara Valley Water District	Hydrology and Water Resources– • Identify and discuss the potential for any needed modifications to existing bridges or other crossings of existing creeks, culverts, or other flood protection facilities and include details of any proposed mitigation measures to address adverse impacts to those facilities, including but not limited to blocking or hindering access, increasing maintenance costs, and biological impacts to any riparian corridors. • Identify and discuss any potential to alter existing flood flows or flood patterns from construction of rail improvements or stations and provide mitigations accordingly. • Analyze mitigation for increased runoff that may exacerbate existing flooding conditions or increase the frequency of flooding. • Discuss any potential for the project to degrade water quality in adjacent surface waters directly or indirectly via storm drainage. • Discuss and mitigate for any potential to adversely impact groundwater quality from storm water management facilities (i.e., retention basins for managing increased runoff or filtration-type basins for water quality treatment of storm runoff) or from any tunneling or other underground work. • Discuss and mitigate for any potential changes in natural groundwater recharge, especially in the unconfined areas of the valley floor resulting from new impervious surface areas. • Discuss and mitigate for impacts to water supply due to the project (water supply impacts include growth-induced impacts from the project), and from project water demand such as for landscaping or for new facilities/stations. • Meet or exceed local water-efficient landscape ordinance requirements. • Provide facilities with water efficient appliances and fittings and utilize water efficient irrigation devices. • Include a discussion on the potential for use of recycled water as a source of supply for project facilities. • Identify and discuss any potential to modify or disturb either of the District's two large diameter water supply pipelines that cross the high-speed rail alignment. • Ensure that the District's water supply facilities are not adversely impacted during construction or in the long term whereby our maintenance costs are increased or our maintenance access is compromised. • Evaluate, mitigate, and monitor the potential for stray currents and interference associated with the high-speed rail facilities to adversely affect District pipelines, facilities and cathodic protection systems.
Town of Atherton Rail Committee	Community – • Mitigate and study the following impacts: o Right of way acquisitions, both permanent and temporary for construction o Noise during construction and train operations o Traffic interruption o Tree removal o Dust o Traffic interference

COMMENTER	COMMENT SUMMARY
	o Physical danger
	Engineering – • Minimize the tear down and replacement of poles, structure, wires, substations, communications lines, and other electrification material. • Investigate potential compatibility problems between CBOSS positive train control systems on shared tracks.
	Transportation – • Include and analyze impacts of congestion relief alterations along the Dumbarton Corridor along with the Caltrain/High-Speed Rail operational requirements and impacts. • Study and consider the burden that heavy traffic congestion or gridlock that the addition of four more trains per rush hour will cause across the entire Peninsula. • Consider additional grade crossings beyond the three currently proposed in San Mateo to address extreme traffic congestion in other areas of the Peninsula.
Transportation Agency of Monterey County	Project Elements and Stations – • Enable multimodal access to the station and cross platform transfers. • Study the larger footprint for the at-grade alignment option to allow for additional tracks and platforms for the High-speed rail so traditional rail services can continue to expand connecting services.
State Agencies	
California Department of Fish and Wildlife (CDFW)	Environment – • Provide baseline habitat assessments for all special-status plant, fish and wildlife species located within the project area and surrounding lands as well as sensitive habitat types and plant communities. • Conduct surveys for special-status species likely to occur in project area. • Discuss all direct and indirect impacts that could occur with implementation of the project. • Identify reasonably foreseeable future projects in the project vicinity, and disclose any cumulative impacts associated with these projects. • Include a description of all feasible mitigation measures to avoid potentially significant impacts and/or mitigate significant impacts of the project on the environment.
Caltrans, District 4	Transportation – • Conduct analysis using models based on "Demand Volumes" rather than "Output Volumes" or "Constrained Flow Volumes." • Conduct traffic analysis for freeways based on a capacity in the range of 2,000 vehicles per lane (vpl), 2,100 vpl for mixed flow lanes, and 1,650 vpl for high occupancy vehicle lanes. • Assess the impact of queuing generated by the project. • Utilize on-ramp meters on freeway on-ramps provided in the work scope.
Native American Heritage Commission of California (NAHC)	Cultural Resources – • Consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible. • Comply with AB 52 and SB 18 as well as any other applicable laws. • Continue to request Native American Tribal Contact Lists and “Sacred Lands File” searches from the NAHC. • Contact the appropriate regional California Historic Research Information System Center for an archeological records search. • If an archeological inventory survey is required, all information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum. • Do not substitute consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project’s APE with a Sacred Lands File search.

COMMENTER	COMMENT SUMMARY
	• Include in mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archeological resources.
San Francisco Bay Conservation & Development Commission	Aesthetics and Visual Quality – • Discuss how the increased rail traffic from the Blended System Project would minimize impacts on scenic views and be consistent with the Bay Plan policies.
	Air Quality and Global Climate Change – • Include an analysis of how an increase in sea level and flooding under multiple sea level rise scenarios could impact the proposed project using the best available science.
	Biological Resources and Wetlands – • Discuss the impact, if any, the Blended System Project would have on tidal marshes and flats along the Caltrain corridor and whether the project would be consistent with the Bay Plan policies on these resources. • Analyze and mitigate how greater visitation and use of the areas adjacent to rail stations may affect habitat and wildlife.
	Community – • Examine how to minimize impact to and integrate with existing and proposed public access to the Bay, particularly along Oyster Point waterfront where the rail borders existing public access permitted by the Commission.
University of California San Francisco (UCSF)	Community – • Ensure consistent surface traffic flow into and out of Mission Bay. • Assess and mitigate the project's potential to isolate Mission Bay from the rest of the City. • Ensure unimpeded access to UCSF's Medical Center by patients, patient visitors, patient care workers, and emergency vehicles.
Federal Agencies	
United Stated Environmental Protection Agency (USEPA)	Air Quality and Global Climate Change - • Utilize the best available control measures (BACM) for all pollutants including Fugitive Dust Source Controls, Mobile and Stationary Source Controls, and Administrative Controls. • Consider the U.S. National Climate Assessment and the Council on Environmental Quality Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts as information sources to help with analysis of impacts and consideration of design standards to mitigate any effects. • Consider important design considerations to accommodate future and anticipated effects due to climate change.
	Construction – • Include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) and this plan should be adopted in the Record of Decision (ROD).

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Appendix J.1

Pictures Taken at the Scoping Meeting in San Francisco, CA

May 23, 2016

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PUBLIC SCOPING/ENVIRONMENTAL REVIEW INITIATED

- Notice of Intent (NOI)/Notice of Preparation (NOP) Issued on May 9*
- Initiates Federal and State Environmental Review
- Public Scoping Meetings Being Held
- Comments Being Accepted Through June 10, 2016
- Scoping Meetings (5:00 p.m. – 8:00 p.m.):

San Francisco
May 23, 2016
UCSF Mission Bay
1500 Owens St.
San Francisco, CA

San Mateo
May 24, 2016
San Mateo Marriott
1770 S. Amphlett Blvd.
San Mateo, CA

Mountain View
May 25
SEV
Mount

*Available on the Authority's Website


THE CALTRAIN MODERNIZATION PROGRAM IS GAINING SPEED!
EXIT
EXIT


THE CALTRAIN MODERNIZATION PROGRAM IS GAINING SPEED!
EXIT
EXIT


THE CALTRAIN MODERNIZATION PROGRAM IS TAKING SPEED!
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EXIT

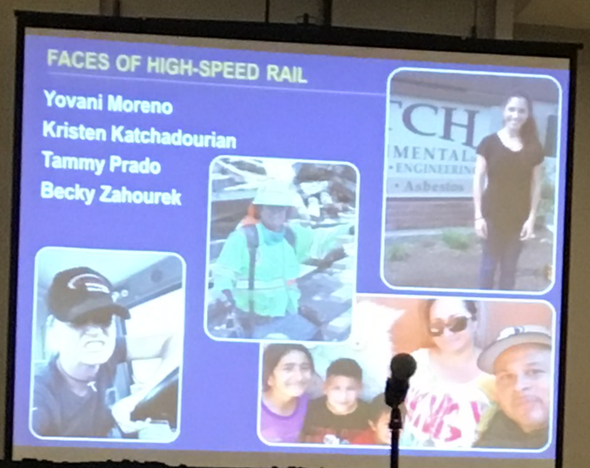
Appendix J.2

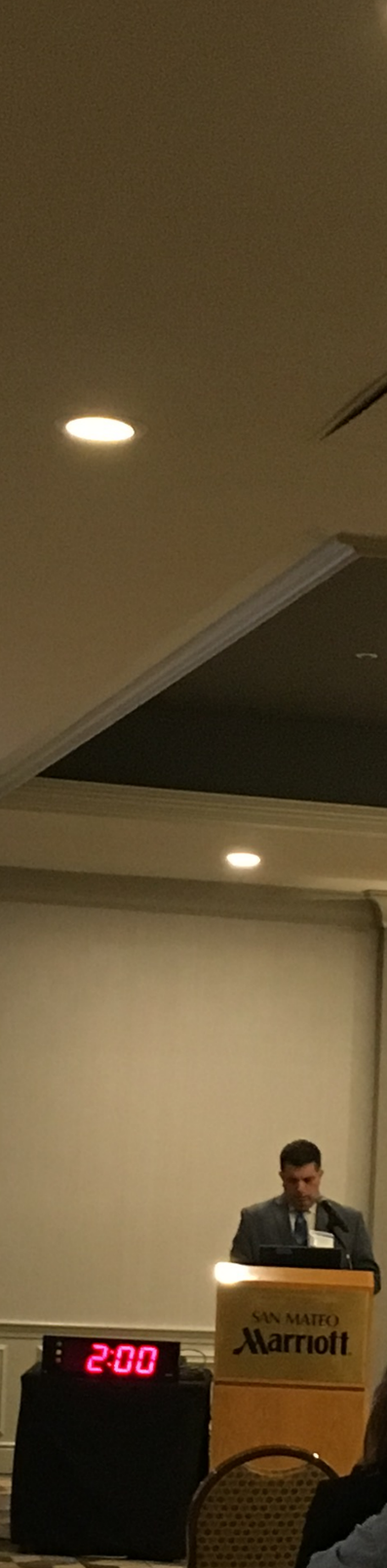
Pictures Taken at the Scoping Meeting San Mateo, CA

May 24, 2016

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THE CALTRAIN MODERNIZ
PROGRAM IS GAINING


FACES OF HIGH-SPEED RAIL
Yovani Moreno
Kristen Katchadourian
Tammy Prado
Becky Zahourek


SAN MATEO
Marriott

2:00







Appendix J.3

Pictures Taken at the Scoping Meeting Mountain View, CA

May 25, 2016

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